



RFD Training Newsletter

March 2016



March Highlights

CPR Roll Out

USAR Trench Rescue Class

A Shift -Drivers MCD Training = SLICER-RS

USAR Quarterly Drills

Company Officer Training – MCD

St. Patrick's Days

The Pumpers Local



Eve Attack

An Attack Fire Tactic



The Pumpers Local



Eve Attack – Allows a Straight Stream into the Attic through the Eve's.





Working on the Truck



Truck Priorities on a Working Garage Fire

A truck company should be assigned to the roof on working garage fires for the following reasons:

The Truck Company needs to confirm there is no fire in the attack of the residential portion of the structure.

Even if the garage fire has self-vented, the truck company shall remain on uncompromised roof over the residence to check for extension into the attic of the residence.

The truck company can then assist with extinguishment from the roof as they coordinate with fire attack/interior.



Sounding & Venting Tile Roofs



Sounding Tile Roofs - Break tiles with hook then sound the roof for integrity.

Venting Tile Roofs – Pull & Stack Tiles not Breaking Tiles in the area of the heat hole. Broken tiles can create a major slipping hazard.

□

Truck Skills Review Days

April 2016



Mentoring & Promotional Section



Captain Smith, can you explain to the jury what your Incident Priorities and Incident Action Plan was for this incident as the IC?

Answer

As the Incident Commander my Command Algorithm is as follows:

First Priority in my Incident Action Plan

Protect Human Life (Risk nothing to save nothing, Risk a lot to save a lot)

Incident Stabilization through Fire Control (My assignments were as follows)

Protect Property

Protect Environment

2nd Strategies (Strategic Objectives) & Tactics (Tactical Operations)

RECEO – SV (Rescue, Exposures, Confinement, Extinguishment, Overhaul, Salvage & Vent)

What is to be done, how it is to be done, how it should look when done

Modes – Investigate, Offensive (Transitional, Interior), or Defensive Mode

My strategy comes before tactics. I do not allow tactical operations to drive the overall incident

3rd – Command Leadership

Effective communication and communicating the Tactical Objectives with all crews

Continuous Size-Up, and anticipating what will happen next (reading smoke, fire, & hazards)



Mentoring & Promotional Section



Captain Smith, is there any federal, state, or local laws that say you have to run an emergency incident the way you did as the I.C? What written policies did you follow?

Answer:

NFPA 1021 4.6.2 – Develop an initial action plan, **4.6.3** – Implement action plan

NFPA 1561 Chapter 5.3, and 5.3.19 – Key Responsibilities of the Incident Commander

Overall Authority of the Incident, ensuring adequate safety measures are in place, establishing a stationary command post, continually conducting a thorough evaluation of the situation, and accountability of all units on scene.

Develop the command organization of the incident

NFPA 1500 Chapter 8.3.2, and NFPA 1561- Utilize Risk Management Principles

RFD SOP 3.38 – Incident Command for Structure Fires

RFD SOP 3.42 – IDLH Accountability and Resource Tracking

Occupational Safety & Health Administration – 2 in 2 out law (OSHA)



Mentoring & Promotional Section



The Art of Delegation

Assign the job only if you trust the assignee to do it.

Provide the necessary requirements.

Do not hang over your worker's shoulder unless absolutely necessary.

Do not nitpick a job well done just because it isn't a carbon copy of what you had in your mind's eye.

Allow your Team to make and learn from mistakes, which is crucial to development.

No matter how intuitive your Team members are, they are not mind readers. Give them the essential details then trust their judgment and results.

Perpetuating a trend of second-guessing work breeds resentment. Trial and error and senior guidance is advantageous, however do not waste time by setting someone to a task ill informed.

Leadership Principles of the Navy Seals



EMS



Responding as a BLS Unit to a ALS Call

There are many occasions when a truck company may not have a paramedic on board. The ALS gear assigned to each truck company shall remain on the unit at all times. In the event the BLS truck company is dispatched to what seems to be a critical EMS call, MCI, etc. remember that many of our BC's are paramedic certified, and both training captains are paramedics. EMS -1 is also available to respond during these significant incidents. Thinking outside the box to best serve the citizens and provide the highest level of care is all of our responsibility.



Patient Assessment & Terminology to Avoid

Responding to medical incidents is the majority of our calls. Providing the highest level of customer service through assessment, treatment, and transport is very important to the patient. Here are some phrases we should to avoid saying:

Can you walk to the gurney? – Try to rephrase that with, “What is the easiest way we can get you to the gurney?”

There's nothing we can do for you.

We are not doctors, so we are not sure what is wrong with you.

Telling the family that the patient will be OK.



Specialty Stations

Confined Space Equipment

RESQ3 has received (4) new Scott SCBA units for Confined Space Operations. They feature a 15min carbon cylinder with Auto Transfer Valve Technology.

New ATV

The ATV has been ordered for Station 3. It should arrive in late March or early April.

Helo -Training

Rescue Helicopter Training for Tech Rescue Personnel will take place in March

